

**BONKHORN** AT business rates,  
with the best service and under  
Distinguished management.

**THE DAILY PRESS' OFFICE.**  
Always pronounced equal to home  
work, and prices very moderate.

**PRINTING OF ALL KINDS** at the most  
moderate prices at the **DAILY PRESS' OFFICE.**  
All printed, bound, and all work  
superior to Englishman. Always  
equal and generally superior to that  
done anywhere else. Estimates given.

**TERMS.—As Usual.**

**HUGHES & HOUGH,** Auctioneers,

**1893.**

**NOTICE.**

Communications respecting Advertisements, Sub-  
scriptions, Printing, Binding, &c., should be addressed  
Daily Press only, and special business matters  
to Managers.

Advertisers and Subscribers which are set  
out for a fixed period will be continued until  
otherwise recommended.

One or two extra copies of Daily Press should be  
sent home by 11 A.M. on day of issue, so that  
the supply is limited. Only required for Cash.

Telegraphic Address, **Press, A.B.C. Code.**

P.O. Box No. 12.

**NEW ADVERTISEMENTS**

**NOTICE.**

PERMISSION has been given for RID-  
ING and JUMPING to take place in the  
interior of the RACE COURSE on the occas-  
ion of the Gymkhana TO-DAY.

J. H. LAURIE, Capt.  
Hon. Secretary Gymkhana Club.  
Hongkong, 3rd September, 1893. [1893]

**NOTICE.**

**THE INTEREST** and RESPONSIBIL-  
ITY of Mr. NA MOODIN JEE-  
YAKHAN in our Firm has CEASED from  
the 15th of August, 1893, and the Business will be  
carried on by the remaining partners under the  
same Style and Firm.

H. FAZULLAH & CO.

Hongkong, 3rd September, 1893. [1893]

**HONGKONG RIFLE ASSOCIATION:**

A RETURN MATCH with Mr. G. H.  
A. Cole's Team will be fixed TO-DAY  
(SATURDAY), 3rd inst., at 3 P.M., Range  
200, 500, and 600 yards; seven shots and one  
sight. Position at 200 yards kneeling.

Members may enter for a SPOON COM-  
PETITION at the same time. Ranges 200  
and 300 yards; seven shots and one sight.  
Position as above.

M. S. NORTHGATE,  
Hon. Secretary.  
Hongkong, 3rd September, 1893. [1893]

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

FOR SWATOW, AMoy, AND  
TAIWANFOO.

**T**HE Company's Chartered Steamship

"KONGBENG,"  
Captain Joslin, will be despatched for the above  
ports TO-MORROW, the 4th inst., at DAY-  
LIGHT.

For Freight or Passage apply to  
DOUGLASS LAFAIR & CO.,  
General Managers.  
Hongkong, 2nd September, 1893. [1893]

**CHINA NAVIGATION COMPANY,  
LIMITED.**

KOKE SHANGAI.

**T**HE Company's Steamship

"HUNAN," Captain Fraser, will be despatched on above  
TO-MORROW, the 4th inst., at DAYLIGHT.

For Freight or Passage apply to  
BUTTERFIELD & SWINE,

Agents.

Hongkong, 3rd September, 1893. [1893]

**THE CHINA LINE OF STEAMERS,  
LIMITED.**

FOR MANILA DIRECT.

(Calling at ILOILO if sufficient Inducement  
offers.)

**T**HE Steamship

"DAGMAR,"

will be despatched above on TUESDAY, the  
5th inst., at 4 P.M.

For Freight or Passage apply to  
BARTER & CO.,  
General Agents.

Hongkong, 3rd September, 1893. [1893]

**THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.**

FOR MANILA DIRECT.

THE Company's Steamship

"TAILEE,"

Captain Koch, will be despatched for the above  
port on WEDNESDAY, the 7th inst., at NOON.

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 2nd September, 1893. [1893]

**NAVIGAZIONE GENERALE  
ITALIANA.**

(Florio and Rubattino United Companies).

**STEAM FOR SINGAPORE, PENANG,  
AND BOMBAY.**

having connection with Company's Main Steamers  
to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN, and  
GENOA; also VENICE and TRIESTE.

ADMIRALTY, and SOUTH AMERICA.

CAN FORTIFY up to CALLAO.

Taking Cairo as intermediate to PERSIAN  
GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMELLA,  
and MALAGA.

**T**HE Steamship

"ROMIDA,"

Captain Delays, will be despatched as above,  
on WEDNESDAY, the 7th inst., at NOON.

At BOHAR the Steamers are discharging in  
VICTORIA DOCK.

For further particulars regarding Freight  
and Passage, apply to

CARLOWITZ & CO.,  
Agents.

Hongkong, 3rd September, 1893. [1893]

**NAVIGAZIONE GENERALE  
ITALIANA.**

(Florio and Rubattino United Companies).

**NOTICE TO CONSIGNEES.**

FROM BOMBAY AND SINGAPORE  
THE Steamship

"BORMIDA."

having arrived from the above ports, Consignees of  
Cochin, and have been informed that their  
goods are being landed at their risk, and  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co. Limited, whence delivery  
may be obtained. Perishable Goods to be taken  
delivery of immediately.

All damaged packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within  
two days after arrival, and thereafter,  
no claims will be recognized.

No Fire Insurance has been effected and any  
Goods remaining in the Godowns after the 5th  
instant, will be subject to rent.

Bills of Lading will be countersigned by  
CARLOWITZ & CO.,  
Agents.

Hongkong, 3rd September, 1893. [1893]

**PUBLIC AUCTION.**

THE Undersigned have received instructions  
to sell by

**PUBLIC AUCTION**

ON

THURSDAY, the 15th September, 1893,

at 3 P.M.,

on the premises

in One Lot.

**THE FOLLOWING FURNITURE,**

ALL Kinds of Furniture, including  
ALL LAND LOT No. 154 with the message and  
erection thereof being No. 3, Queen's Road  
Central. This property is held for the un-  
expired residue of a term of 999 years from the  
21st of January, 1854, and is subject to all  
Annual Covenants and Conditions of Sale.

ALL LAND, including Building, Plot  
No. 154, situated in the Land Office, as  
Land registered in the Land Office, as  
LAND LOT No. 101, with the message and  
erection thereof being No. 7, Queen's  
Road Central, and No. 5, Peake Central.

This lot is held for the residue of a term of  
999 years from the 21st of January, 1854, subject to all  
Annual Covenants and Conditions of Sale.

ALL LAND, including Building, Plot  
No. 154, situated in the Land Office, as  
LAND registered in the Land Office, as  
LAND LOT No. 101, with the message and  
erection thereof being No. 7, Queen's  
Road Central, and No. 5, Peake Central.

This lot is held for the residue of a term of  
999 years from the 21st of January, 1854, subject to all  
Annual Covenants and Conditions of Sale.

For Particulars and Conditions of Sale, apply  
Messrs DEAGON & HASTINGS,  
Vendors' Solicitors.

or to

The Auctioneer.

United States Consulate.

HONGKONG, 3rd September, 1893. [1893]

**PUBLIC AUCTION.**

THE Under-signed have received instructions  
to sell by

**PUBLIC AUCTION**

ON

TUESDAY, 4th September, Noon,

at the Central Police Station.

**A LARGE QUANTITY OF  
S U P P L E S T O C K S**

AS WELL AS BREWERY, LOADING BILLS,  
REVENUE TENTS, etc., worth \$2,000,000, for  
about 10,000 tons of Monroe's MUNI-  
TION, SUGAR, RICE, COFFEE, SEEDS,  
OIL, &c., &c.

TERMS.—As Usual.

**HUGHES & HOUGH,** Auctioneers,

**1893.**

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Hongkong, 3rd September, 1893. [1893]

**NOTICE.**

## INTIMATIONS

BROWN, JONES & CO.  
DEALERS IN  
AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.  
CEMETERY MEMORIALS.  
Designs and Prices on application.  
Office, 47, QUEEN'S ROAD CENTRAL. (270)



A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

SCOTCH WHISKY.

Per Case

1 Dozen

A—THORNE'S BLEND, White Capsule .....	\$10.80
B—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark .....	10.80
C—WATSON'S ABERLOUR-GLENLIVET, Red Capsule, with Name and Trade Mark .....	12.00
D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule .....	14.40
E—WATSON'S VINTAGE OLD LIQUER SCOTCH WHISKY, Gold Capsule .....	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABERLOUR-GLENLIVET is a very odd Feat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour. E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED.  
WINE AND SPIRIT MERCHANTS.

Established 1841.

Hongkong, 14th June, 1898. (24)

NOTICE TO CORRESPONDENTS  
Only communications relating to the news columns  
should be addressed to THE EDITOR.

Correspondents should forward their names and addresses  
with communications, stating the name of the newspaper, and  
not enclosing them in a separate envelope.

"All letters for publication should be written on one  
side of the paper only."

No encyclopedic report of communications that have  
already appeared in other papers will be treated.

Orders for extra copies of DAILY PRESS should be sent  
to the office on the day of publication. After that date,  
they may be obtained from the publishers, or from  
any newsagent.

DEATHS

At Merchant House, Humberside, London, W.,  
on the 1st September, Sir Alexander STOFAN, of the  
Hongkong and Whampoa Dist. Co., aged 61 years.  
Deeply regretted. (By Telegram.)

On September 2nd, at 7, Caine Road, suddenly at  
3.30 a.m., THOMAS BAXTER POWELL, aged 33 years.

't Shanghai, on the 23rd August, 1898, JOAO  
GLOBO DE JESUS, aged 39 years.

1898

The Daily Press.

HONGKONG, September 3rd 1898.

In another column will be found some interesting correspondence recently conducted by the Chamber of Commerce with the Government on the subject of the Kowloon Extension and the position of the Chinese Customs. As to the undesirability of continuing Chinese jurisdiction at Kowloon city there can be no difference of opinion, but when the Chamber comes to deal with the Customs question and the protection of the Chinese revenue it breaks altogether new ground. Hitherto the most generally held view has been that it was China's business to protect her own revenue and that if Hongkong could make a profit by smuggling it was quite legitimate and proper to do so. And a good deal of smuggling has gone on, notwithstanding the provisions of the Opium Convention, the Hongkong Government being a direct participant therein. The Committee of the Chamber of Commerce now say that while they are invincibly opposed to the continuance in the colony of what they "have no wish to place any impediment in the way of that state obtaining its rightful revenue, nor do they desire that a single dollar should be made by the Hongkong Government at the expense of China." Such an admission as that is almost enough to make the late Mr. RYRIE turn in his grave. But the Committee go further and say that in the matter of opium "more could perhaps be done than is at present by the Hongkong Government in enfranchising the Chinese revenue." The present system of licensing an Opium Farmer leaves much to be desired and the Committee would suggest its consideration to the formulation of some other scheme which will not only provide an effective check on the import of the drug but will trace it also to consumption or exportation. We believe the Committee has since engaged in itself formulating a scheme of the character indicated in the above extract. What the final outcome may be we cannot say; if it takes the form of a bonded warehouse, which is somewhat akin to a Custom-house, we may hear objections raised on the ground of the freedom of the port being threatened; but however that may be, we hope the Committee will find it self able to continue its objection to the Opium Farm, which is not only a direct in-

terference with the freedom of the port and an obstacle to the free movement of the passenger traffic, but is highly objectionable on moral and political grounds. What is the use of the Hongkong Government preaching to the Chinese Government about the iniquity of flogging out taxes when it does the same thing itself? Almost any arrangement that would rid us of the Opium Farm would be welcome, even if it involved some loss of revenue; though it does not necessarily follow that a more reliable means of collection would result in loss.

The Committee say they believe some understanding was given to the effect that the extension of the Colony's boundaries should not prove a source of loss to the Chinese revenue. Noticing of that sort appears in the agreement, but presumably something of the kind must have taken place, for we believe that Sir ROBERT HART was, subsequent to the conclusion of the agreement, invited to express his views as to the arrangements to be made in connection with the removal of the existing Customs stations, which naturally cannot be allowed to continue in their present positions now that the alteration of the boundary has placed them within British territory. Sir ROBERT HART's reply has not been made public, but it is reported that he gave a great deal more than he is likely to receive. Whether the Committee of the Chamber of Commerce were in possession of the views of Sir ROBERT HART at the time they wrote the disputes published in another column we do not know, but at all events they say they "quite concur in the desire to assist the Chinese Government in the matter to 'long as it can be done without hampering the trade or impeding the development of the colony'." If that spirit characterises the negotiations throughout, there ought to be little difficulty in arriving at an arrangement. Whatever the nature of that arrangement may be, one thing is certain, and that is that the Chinese Customs can be endowed with no executive functions within British jurisdiction. The Hongkong Government may afford them such information as it may think proper as to the trade of the colony to aid from China, and the Customs will be at liberty, as they are to-day, to find out as much as they can for themselves, but they cannot be vested with authority to enforce the payment of dues within the jurisdiction of this colony. If as a friendly arrangement my portion of China's revenue is to be compulsorily collected within the colony it must be collected by the Colonial Government. Beyond the confines of the colony the customs stations will of course be set up to replace the present ones, where cargoes can be examined, fines imposed for breach of the regulations and so forth, but within the colony itself only British jurisdiction can be exercised.

As to the office maintained by the Customs in Queen's Road, Sir ROBERT HART may consent to its removal if pressed upon the point, but the Hongkong Government would have no right to insist upon its removal. The Governor, therefore, will be in a position to decide whether to disband the station or to transfer it to another part of the colony.

Another notification is to the effect that American goods, whether coming direct from America or via any other port, are subject to the same duties and fees as those paid by

Chinese shipping.

THE AMERICANS AT MANILA.

Official notifications have been issued of the re-establishment of Corregidor Island light of the bright moonlight of the Pacific Ocean.

That the abominations in the Pacific Ocean

merit consideration we entertain little

doubt that Sir ROBERT HART will receive

in a friendly spirit any representations

made to him on the subject. The desire for the removal of the Commissioner, however, rests, we believe, on some confusion of thought. It is supposed that with the disappearance of the Commissioner espionage also would disappear, but that will not be found so in practice. We have

shoals of spies and informers in Hongkong,

who will continue to sell their information to the Customs whether the Commissioner resides in Hongkong or not. There is nothing illegal in the calling of a spy or private detective, and as the gentry employed in that capacity by the Customs are paid by results, as they also are when employed by the Hongkong Government, they may be depended upon to continue their avocations so long as there are any results to be obtained. Nor could the Customs afford to dispense with the information these men furnish, unless the Hongkong Government would undertake to obtain and supply the Customs with correct returns of the cargoes carried by junks, which is scarcely probable, for a proposal for the collection of trade statistics was very emphatically condemned some years ago by the mercantile community. Espionage is in its nature so repulsive to the average man that it strikes him as strange that there is no means of suppressing it, but such is the case. Detectives are daily sent from England to France and vice versa and in neither country are they interfered with by the action of the customs, and they had hoped that, with the extension of the colony's frontiers, the Customs stations and their controllers would have been relegated to the Chinese border, and that this law would be in force.

Believe me, that the question was one of urgent and pressing importance, my Committee deemed it advisable to despatch the following telegram to your Lordship on the 10th inst.—

Marquis SALISBURY, London.—Hongkong Chamber of Commerce strenuously urges Government to grant absolute freedom from Chinese jurisdiction whole Kowloon extending to the Victoria Harbour city.

"Anything less renders situation most unsatisfactory leading to endless com-

plaints.—GRAY, Chairman."

In conclusion, my Committee venture to reiterate, in a matter so nearly affecting the interests of this colony, no opportunity has been hitherto afforded to the residents of learning the provisions of the convention or of expressing an opinion thereon.—I have the honour to be, my Lord Marquis, your Lordship's most obedient servant,

R. CHATTERTON WILCOX,  
Acting Colonial Secretary.

Hongkong General Chamber of Commerce.

Colonial Secretary's Office, Hongkong, 20th July, 1898.

Sir,—I beg to acknowledge the receipt of your letter of the 14th instant, to which an oral answer has been given, and have the honour to be, your most obedient servant,

R. CHATTERTON WILCOX,  
Acting Colonial Secretary.

Hongkong General Chamber of Commerce.

Colonial Secretary's Office, Hongkong, 20th July, 1898.

Sir,—I beg to acknowledge the receipt of your communication of yesterday evening, after transmission to the Ministry of Salisbary.

The letter in question has been forwarded by your Excellency.—I have the honour to be, sir, your most obedient servant,

R. CHATTERTON WILCOX,  
Acting Colonial Secretary.

Hongkong General Chamber of Commerce.

Colonial Secretary's Office, Hongkong, 20th July, 1898.

Sir,—I beg to acknowledge the receipt of your letter of the 1st instant, to which an oral answer has been given, and have the honour to be, your most obedient servant,

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Colonial Secretary's Office, Hongkong, 2



## VESSELS ON THE BERTH.

NORTH GERMAN LLOYD HAMBURG AMERICA LINE  
(FRIGHT SERVICE)  
(EAST ASIATIC SERVICE)

Taking cargo at through ports to AMSTERDAM, ROTTERDAM, LONDON, OYSTER,  
LIVERPOOL, GLASGOW, NORTH AND SOUTH AMERICAN PORTS.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

SAILING DATES.

STEAMERS.	DESTINATION.	SAILING DATES.
SS. SARNIA	HAVRE & HAMBURG	About 8th Freight and September. Passage.
SS. SUEVIA	HAVRE & HAMBURG	About 16th Freight.
SS. SILESIA	HAVRE & HAMBURG	About 25th Freight and September. Passage.
SS. ALESIA	LONDON, HAMBURG, AND ANTWERP.	About 12th Freight and October. Passage.

\* These steamers have superior accommodation for first and second class passengers and carry a Doctor and a Stewardess.

For further particulars as to freight, passage, etc., apply to

CARLOWITZ &amp; CO., AGENTS.

Hongkong, 2d September, 1898.

NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons.	Captain.	Proposed Sailing	Steamer	Tons.	Captain.	Proposed Sailing
TACOMA	2,549	A. Dixon	Sept. 17	MOGUL	3,654	O. H. Butler	Sept. 10
VICTORIA	3,167	J. Truebridge	Sept. 27				OCT.
OLYMPIA	2,668	T. H. Dobson	Oct. 22	BRAEMAR	2,656	E. Porter	Nov. 5
COLUMBIA	3,854	A. Gow	Nov. 1				

Calling at AMOY.

THE attention of passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the interior and eastern cities of the United States and to Europe.

HONGKONG TO LONDON, 2d.

Excellent accommodation. First class Table, DOCTOR and STEWARDESS carried. Passengers to Europe may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 2d.

The Railroad travelling is second to none in the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 2d.

The east route to the KLDONKE GOLD FIELDS. Frequent sailings from Victoria, TACOMA and PORTLAND to DTRA and ST. MICHAEL.

Rates of Passage to other ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Canadian invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, TACOMA, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to one office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CAELLI &amp; CO., General Agents.

Hongkong, 31st August, 1898.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR CHAMBERS TO SAIL ON REMARKS.

FOR	CHAMBERS	TO SAIL ON	REMARKS.
LONDON, &c.	{ CHUSAN B. Street	Noon, 3rd	{ Sea Special Advertisement September. } going through the Inland Sea

YOKOHAMA VIA NA. RONDOU, 1 P.M., 3rd Freight or Passage. (Passenger Gasaki & KOBE { S. de B. Lockyer, R.N. } September. )

LONDON { BORNEO, } About 3rd Freight or Passage. (A. W. Symes, R.N.E. } September.

LONDON { SOOTSA, } About 17th Freight. (T. H. Hill, R.N.E. } September.)

For further particulars, apply to

H. A. BITCHIE, Superintendent.

Hongkong, 2d September, 1898.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

KAGOSHIMA MARU	BOMBAY VIA SINGAPORE	TUESDAY, 6th September, J.W. EISNER
	COLOMBO	at NOON.

YAMAGUCHI MARU { SEATTLE, WASH., U.S.A., } THURSDAY, 8th September, J.P. ALLEN

MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID { TUESDAY, 15th September, C. HILLCOAT } box, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC and OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DOBIC (via Shanghai) { TUESDAY, Sept. 20, Nagasaki, Kobe, In. } Land Sea, Yokohama, and Honshu, 1898, at Noon.

DOBIC (via Shanghai) { TUESDAY, Oct. 11, Nagasaki, Kobe, In. } Land Sea, Yokohama, and Honshu, 1898, at Noon.

COPIC (via Shanghai) { SATURDAY, Oct. 29, Nagasaki, Kobe, In. } Land Sea, Yokohama, and Honshu, 1898, at Noon.

DOBIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and VICTORIA, B.C., on SATURDAY, the 10th September, 1898, at Noon, taking freight for Japan, the United States, and Canada.

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